





To-day's  
Advertisements.

VICTORIA CHAPTER.

No. 525, E.C.

AN EMERGENCY CONVOCAION OF THE VICTORIA CHAPTER will be held at the FREEMASONS' HALL, TO-NIGHT, the 26th instant, at 8.30 for 9 p.m. precisely. Visiting Companions are cordially invited to attend. Hongkong, 26th November, 1898. [1378]

WING to the premises which we intend occupying in the Queen's Road not yet being completed we have opened a temporary store at No. 26, 28 and 30, Pottenger Street.

THE MUTUAL STORES.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.  
FOR MANILA.  
The Company's Steamship

"YUENSANG." Captain P. H. Rolfe, R.N.R., will be despatched at above on WEDNESDAY, the 30th instant, at 4 P.M.  
This Steamer has Superior Accommodation for First and Second class Passengers.  
For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

CANADIAN PACIFIC RAILWAY COMPANY.  
FOR HONOLULU  
PACIFIC COAST, CANADA, AND THE UNITED STATES.

THE C. P. R. Company's Steamship

"TARTAR." 445 tons gross register, will be despatched on or about THURSDAY, the 28th December, for VICTORIA and VANCOUVER, B.C., via NAGASAKI, KOBE, YOKOHAMA, and HONOLULU.  
The vessel has excellent accommodation for Saloon Passengers. Through tickets issued to all points.

Through Bills of Lading issued to Japan, Honolulu, Pacific Coast, Canada, and United States Ports.  
For information as to Rates of Freight and Passage Money &c., apply to D. W. CRADDOCK, Acting General Agent.

Hongkong, 26th November, 1898. [1388]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship  
FROM LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—  
From Italy, S.S. *Thames* and *Calabria*.  
From Madras, S.S. *Lalpara*.  
Optional goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 2nd December, at 4 P.M., will be subject to sale.  
No Free Insurance will be effected by us in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no Claims will be recognized.

H. A. RITCHIE, Superintendent.  
Hongkong, 26th November, 1898. [1385]

To be Let.

TO LET.

"BELVEDERE"—5 Roomed Bungalow. Plantation Road—to be let, furnished for 3 months from 1st January next.

SEMI-DETACHED VILLA RESIDENCE on Bowen Road (now in course of erection).  
PROPERTY now occupied by the Bowington Saw Mills.

FLOORS IN STANTON and ELGIN STREETS.  
"FAIRVIEW" KOWLOON, No. 5, SEYMOUR ROAD.  
"BAHAR LODGE"

Apply to THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd., Hongkong, 26th November, 1898. [138]

## Intimation.

A. S. WATSON & CO.  
LIMITED.

FLOWER AND VEGETABLE

SEEDS.

FOR THE SEASON 1898/1899.

Orders are executed from New Stocks only.

Priced Catalogues with Hints for Gardening can be obtained on Application.

These SEEDS are supplied to us by the best growers in the World. It is particularly requested that care be taken when sowing and supervision exercised over Chinese gardeners, whose incompetence in dealing with the Seeds may sometimes lead to disappointing results.

CLAY'S FERTILIZER

Supplies natural nourishment to the soil

IN TINS

10lbs. each ..... \$1.75

25lbs. each ..... \$4.50

RANSOME'S LAWN MOWERS.

The Best and Cheapest Machines in the Market. Supplied at Manufacturer's Prices

FERMINGER'S MANUAL OF GARDENING FOR THE TROPICS, PRICE \$7.50

A. S. WATSON &amp; CO., LD., THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1844

On Monday afternoon the Hong Kong Football Club will play the Canton under Rugby rules. Kick-off at half-past four sharp. The Club will play in colours and the Canton in white. Clubs—B. James, H. C. B. Hancock, P. A. Cox, O. D. Thomson, G. Brown, G. A. Robinson, E. E. Dutton, A. G. Ward, W. B. W. Mott, A. S. Smith, C. S. Smith, and P. H. Reynolds. Canton—P. H. Hollingsworth, K. O. R. Jack, Lieut. Davies, R. A. Lieut. Campbell, R. A. Lieut. Wakefield, R. A. Lieut. Colville, R. A. Lieut. Shawell, R. A. Lieut. Thomson, R. A. Lieut. Castle, R. A. Lieut. Living, R. A. Lieut. Thwaites, R. A. Lieut. Izat, R. A. Lieut. Parker, K. O. R. Lieut. Thropp, K. O. R. Lieut. Bannerman, R. E. and Lieut. Rendell, R. E. forwards.

CRETE  
LONDON, November 25th.  
The appointment of Prince George of Greece as Commissioner General of Crete is hanging fire, pending a final arrangement about the Turkish flag.

THE UNITED STATES AND THE PHILIPPINES.  
A Washington dispatch announces that the open door in the Philippines means applying the American tariff to all commodities alike, including America.

ITALIAN FINANCES.  
The Italian budget is gloomy, the financial year has closed with a deficit of a million lire and the estimated deficit for 1899 is fourteen million lire.

CENTRAL AFRICA.  
A British expedition from Uganda has advanced Northwards and established posts at Waddele Duffell, Fijio and Fattio.

WEATHER REPORT.  
The Observatory report says:—On the 25th at 11.30 a.m.: The barometer is rising on the China coast high pressure covering Central China. Pressure is probably to defect over W. Japan. Gradual rise steep with very strong monsoon along the coast and in the N. part of the China Sea. FORECAST:—Fresh N. wind; fine.

LOCAL AND GENERAL.  
FOR scaling two bundles of hemp bags a coolie was to-day sent to jail for twenty-one days.

A DELINQUENT who broke into a house and stole two clocks was to-day given six months' hard labour.

THE Gymnasium of the Victoria Recreation Club is closed at present as a new floor is in process of being laid.

A BREAK thief caught with some lead belonging to Kowloon Dock today received twenty-eight days with the incidental h. l.

A RICKSHA coolie was to-day fined \$10 for refusing to complete a journey with his fare, from Queen's Road East to Jardine's Refectory.

THERE will be a pick-up game of Hockey at the Happy Valley on Thursday next at 4.30 p.m. Members intending to play are requested to notify Mr. E. Robinson, Hon. Sec. Old Club Building, Queen's Road.

LAST night one of the Indian sentries at Wellington Barracks left the guard room for a few minutes and on returning was surprised to find that his blanket and mat had disappeared. It is supposed that the thief is well acquainted with the Barracks for the piece of cloth attached to the blanket bearing the Indian's name and number was found shortly afterwards on the premises. The blanket and mat, however, are still missing.

We understand that the European staff of the Naval Yard has been reinforced by the arrival to-day by the P. & O. steamer *Sumatra* of one electrician and two shipwrights from Chatham Dockyard and a storekeeper from Devonport.

A TRIO of Chinese sailors caught at a little gambling game on board the steamer *Hongkong* in harbour was last night surprised by the police. To-day two of them were fined \$35 or three months and the other got off with \$1 or seven days.

In connection with the recent accident to H.I.G.M.S. *Kaiser* the German Consul courteously informs us to-day, as at warning to mariners, that she struck a rock between Craig Island and the entrance to Smith Bay. This rock is understood to be one that figures in the British Admiralty Chart, No. 1938 as being covered by 10 feet of water. Surveys are now being made in the locality and results of same will be published shortly.

We would call the attention of our readers to the advertisement of the Mutual Stores, which establishment is to open on Monday next. According to the price list that has been forwarded to us all goods are marked at very reasonable rates with a membership ticket (price \$5) entitles the holder to a discount of five per cent. on all goods purchased. The price list covers a wide range of goods from almonds and bicycle tools to Violins and wash-leather.

It is known that excellent coal is found on one of the smaller Philippine Islands, where a Spanish firm has some years been scratching away at the outcrop. The workings have been most primitive; no attempt has been made to sink deep, and when one hole got full of water it was left, and another begun elsewhere. The coal is, however, of good quality; engineers who have used it say that it is of a superior quality to Japanese, and almost equal to the best Australian.

THE Hon. Treasurer of the Alice Memorial and Nethercole Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Kwong Wing Sang, \$30  
Chew Hing Kee, \$10  
Ho Yue Tin, \$5  
Kwong On & Co., \$5  
Kwong Lee Yuen, \$5  
Wing Cheong Tin, \$5  
Wing Cheong Long, \$5  
Wing Chun Wing, \$5  
Ng Sun Yuck, \$5  
Comp. Humphreys & Co., \$5  
W. Kee & Co., \$5  
Sum under \$500, \$53

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MESSRS. Benjamin, Kelly and Potts in their Weekly Share Report state:—Business has continued brisk during the week and a further improvement in the quotations for most stocks has to be recorded. Banks—Hongkong and Shanghai Banks have further advanced and shares have been placed at 230 and 235 per cent. premium at the close, there are small sellers at the latter rate. The London quotation is 249 10/16. Nationals remain unchanged.

Marine Insurance—Union have been negotiated at \$232 1/2. China Traders are quoted for at \$62. Cansons have been sold at \$147 and can be placed now at \$150. Yangtze are offering at \$129. Fire Insurance—Hongkong Fives are firm with buyers at \$327 1/2, and China Fives have been taken off the market at \$189. Shipper—Hongkong, Canton and Macao Steamboats have again come into favour and have been sold at \$27, closing steady. Indo China are quiet with sellers at \$59. Douglas Steamships are offering at \$53 1/2. Star Ferry have been fixed at \$64 and \$65. Refractories—China Sugars have been dealt in at \$168 and \$169 and are wanted at the latter rate. London are asked for at \$47 without finding sellers.

Mining—Panji-mir have been done at \$64 and are wanted. Raubs have been sold and are offering at \$38. Oliviers B have been negotiated at \$54 and are wanted. Great Eastern and Caledonians are quieter and are offering at \$77 1/2. New Bismarck. At an extraordinary General Meeting held on the 23rd instant, the resolution to wind up the concern was confirmed, the undertaking of the Company having been sold to the Queen Mines, Limited, for \$15,000, to be paid by the allotment of 100,000 fully paid up shares. The capital of Queen Mines, Limited, is \$100,000 divided into 400,000 fully paid up shares of 25 cents each. Business in this stock has been done at 70 and 75 cents. Stocks, Wharves and Godowns.—Hongkong and Whampoa Docks have been dealt in to a late extent at 258 and 259 per cent. premium, closing with buyers at 260 per cent. premium. Kowloon Wharf shares are quoted at \$7 1/2. Lands, Hotels and Buildings—Hongkong Lands have been sold at \$77 and more are obtainable. Hongkong Hotels have experienced a considerable rise and sales have been effected at rates up to \$69, the stock closing in demand. Cotton Mills.—Ewos are still wanted at \$1.75. Hongkong Cottons are quoted at \$50. Miscellaneous.—Green Island. Cansons remain unchanged. A. S. Watson have been done and are wanted at \$13. Electric have reacted slightly with sales at \$12, \$11 1/2, \$11 and \$10 1/2 and are steady at latter rate. Irons are in demand at \$114 and Tramways at \$126.

## THE ALLEGED BRIBERY CASE.

COMMITTEE OF THE ACCUSED.

At the Magistracy to-day Frederick Howard Kew, clerk, and Lo Wing, messenger, both employed in the Sanitary Board's office, were brought up on remand charged with attempting to obtain bribes. Mr. May, Capt. Superintendent of Police, prosecuted and Mr. J. J. Francis, Q.C. defended Kew.

The prosecutor asked leave to recall Dr. Clark. Mr. Francis objected to the recall saying it could have no bearing on the case.

The objection was duly noted. Dr. Clark, recalled, said it was alleged that Mr. Pang was prominently concerned in a contractor's business and that he made use of his official position to further the interests of the firm. An enquiry was held and the allegations were not proved.

Neither of the defendants asked questions of the witness and called no witnesses themselves. They were each committed for trial, bail of \$1,000 being granted in each case.

## THE PHILIPPINES.

A correspondent who has exceptional opportunities for ascertaining what is going on in the interior of Luzon and other islands south of Manila, reports that a few days ago the natives of Negros Island assisted by about a thousand well armed infantrymen despatched by General Aguinaldo gained a complete victory over the Spanish forces which have been holding Iloilo since the memorable victory of Admiral Dewey over Admiral Montojo's squadron in Manila Bay. This victory of the Nativel troops over the Spaniards at once placed the port of Iloilo at the mercy of the national forces and it was owing to this fact that the Spaniards asked the Commander of the U.S.S. *Charleston* to remain in port until matters could be arranged for the safety of the Spanish and other foreigners' resident there. Later intelligence is to the effect that the Spaniards surrendered Iloilo to Aguinaldo's representatives and thereby the whole island of Negros, as well as Panay which have of late been the scene of several severe conflicts with the Spaniards, came under the sway of the national Government.

By the last trip of the *Emeralda* Colonel Blanco, Chief of what were known as the Native Volunteers prior to the final assault on Manila, arrived in Hongkong, with three of his staff, on his way to Spain. He had a great "send-off" by Spanish officials from Manila and it was then given out that he was proceeding to Madrid at the invitation of the Spanish Government which desired to reward him for bravery in the field by decorating him with the Grand Cross of San Fernando. It is believed, however, that as his native regiments nearly all joined their countrymen under Aguinaldo and have in fact swelled down to about 300, who are now held as prisoners of war inside the old walls of the city of Manila, that Blanco, who is reported to have went like a child on leaving leave of his Spanish friends, has but little chance of ever returning to his fatherland for the reason that he can never become a *persona grata* with the Filipinos and will never again be able to raise native regiments in behalf of his Spanish patrons.

## OXFORD LOCAL EXAMINATIONS.

JULY, 1898.

Superintending Examiner—Rev. T. W. Pearce.

BOYS.

School A.—  
(1) Benning, G. (2) Hayward, E. M.  
(3) Gierens, L. E. (4) Im Yai-wing  
(5) Hopson, M. (6) Keston, R.  
(7) Talara, B. (8) Silas, C. D.  
(9) Joseph, J. E.

School B.—  
(1) Chen Yat (2) Melendres, J. J.  
(3) Oiler, J. (4) Remedios, C. C.  
(5) Blund, H. V. (6) Silva, T. J.  
(7) Costa, H. T. (8) Hayward, C. B.

Over age—  
(1) Wilson, P. (2) Li Chien  
(3) Ng Fung-chau

Provisionary—  
(1) Cleithro, W. J. (2) dos Remedios, P. M.  
(3) Moore, H. (4) Habb, A. C.  
(5) Stangerman, K. T. (6) Talyon, H.  
(7) Afsh, C. (8) Abraham, R.  
(9) Botelch, A. J.

Over age—  
(1) Fan K. (2) Ghulani, R.  
(3) Li Chit-tung (4) Hompreys, E.  
(5) Osmund, G. V.

School A.—  
(1) Rustomjee, G. M. (2) Rodgers, M. F.

School B.—  
(1) Wilson, G. H. (2) Marcus, M.  
(3) Wilson, N. L.

Over age—  
(1) Benning, H. (2) Chan Yat, E. M. M.  
(3) Loog, E.

Provisionary—  
(1) Moore, E. (2) Lewis, E.  
(3) Loog, E.

B—Baxter School P—Bullies Public School for Girls

D—Diocesan School Q—Queen's College

J—St. Joseph's College T—Private Tuition

V—Victoria English Schools for Girls.

GEO. H. BATESON WRIOGH, Honorary Local Secretary.

N.B.—No Honours were obtained. Information of distinction not yet to hand. Certificates may be expected in a fortnight.

## SPORTING.

FOOT.

The committee of the Polo Club held a meeting on the 23rd inst. and it was decided to commence the tournament for a cup presented by H.E.H. Prince Henry of Prussia on Friday, the 2nd and 3rd December.

Yesterday entries closed and the drawing of teams resulted as follows:—King's Own versus R.N. Chiffaux versus The Club's winner of first to play R.N. winner of second to play the Subalterns' team, King's Own.

The match between the Royal Navy and King's Own will commence, weather permitting on Friday, the 2nd prox. at 4 p.m.

## HOCKEY.

On Tuesday next there will be a pick-up game at Happy Valley at 4.30 p.m. Players desirous of taking part should send their names to Mr. E. Robinson, Hon. Secretary, at the Old Club Building, Queen's Road.

## THE POSITION OF GREAT BRITAIN IN CHINA.

CONVERSATIONS WITH LORD LI.

(From our Special Correspondent.)

Peking, November 18th.

Having gathered from the reports in the London press that there is considerable doubt in the public mind respecting the causes which have led to China throwing herself unreservedly into the arms of Russia I determined to obtain for the readers of *The Telegraph* as much information on the subject as could be gathered during a brief visit to the Celestial capital. It appeared obviously useless to get to the bottom of the matter by prosecuting inquiries in Progressive quarters, for the pro-Russian move is clearly attributable to the leaders of the Conservative Party, chiefly to the advice of Li Hung Chang. I therefore sought an opportunity of conversing with some one in close touch with the great Li and was fortunate enough to come in contact with Lord Li, a son of Li Hung Chang. I told Li I was in one of Li Hung Chang's houses in Peking, mixed with callers at his father's residence and heard all the "gossip" of the conservative party. He is a young man of pleasing manners, with a good command of the English language acquired at the college in Tientsin. It was this same Lord Li who went to Yokohama to meet his father when the latter was returning to China after his tour through the Great West, during which he suggested to Lord Salisbury an increase of the Customs Tariff.

I had two conversations with Lord Li. In the first he said—  
"England is very friendly with China" because China is very friendly with Russia."

I asked, "Who says so?"  
Lord Li replied—"It was Sir Claude MacDonald. He says so." Then confining his statement to England—"It was England's fault that we formed friendly relations with Russia. When we were at war with England during the war with Japan she would do anything for us so we were obliged to make friends with Russia, who was quite willing to help us. Now England is angry with us because we did what we could not help doing. She had to get something for her assistance. We couldn't refuse that. Chang Yin Huan and Wang Tung Ho have been severely punished."

"Because they were friendly with England," I asked.  
"No. They behaved like traitors. When the Germans took Kiaochow, instead of protesting against it and appealing to friendly nations to assist us they used their influence to obtain for Germany a lease of the place she had seized without any right of justification. It was very wrong. But even then England didn't help us, although Chang Yin Huan was a great friend of the English. She stood by with folded arms and allowed the Germans to do just as they liked. We had no power to turn her out of Kiaochow. Of course, when Germany took Kiaochow, Russia wanted something as a set-off against Germany, so she gave us the German territory. She helped us to get back the Liaotung peninsula and Manchuria from Japan so we couldn't refuse since the Germans had been granted a very similar concession in Shantung, just opposite. It is all England's fault, and yet she is angry."

Three days later I again met Lord Li and availed myself of a favourable opportunity to get more light on the subject. I opened the subject by saying—"Your lordship, you said the other day that the friendly relations between China and Russia, and Russia's acquisition of Port Arthur and Tientsin are due to England's refusal to help you. Many of us Englishmen, especially my countrymen at home, don't understand these intricate matters. Members of Parliament and members of the Government do not enlighten the people on this important question. Perhaps some of them do not know much of the truth—the real cause for China's extraordinary action in throwing herself into the arms of a great aggressive neighbour. There is great doubt at home and much distrust. The other day Sir E. Grey speaking about the failure of Britishers to get concessions for building the main trunk line in China, said, in reply to Lord Salisbury and Mr. Carrington, that Sir Claude MacDonald couldn't get capitalists to come forward to build the railway, 'that if capital is not forthcoming it is because capitalists are not assured of the influence of the British Government's assistance in China. The impression abroad of Her Majesty's Government was one of weakness.' Now, many of us Englishmen believe our Government, particularly Lord Rosebery's Cabinet, made some great mistakes in dealing with China, but we don't know exactly what it is that was done wrong, or what was left undone that should have been done. I shall be very much obliged if you will kindly explain England's faults—the failure to assist your country and thereby leave you at the mercy of Russia."

Lord Li, "Yes, with pleasure. You remember the China-Japan war, well, when it was at its worst and we were being beaten everywhere, and after we had been defeated in the naval battle off the Yalu we asked England to help us. Sir Nicolas O'Connor was then in Peking, as your Minister. He was asked if with the mediation of England, the granting of independence to Korea (the ostensible cause of the war) and a small indemnity the war could not be quickly stopped, China being willing to grant independence to Korea. Your Minister would do nothing. He said 'England is neutral so we can't interfere.' The war went on and the Japanese invaded Liaotung and took it. Then came the arrangement for negotiations at Shimonoseki and my father (Li Hung-chang) was ordered to go to make a treaty of peace with Japan. Before going away he came up to Peking from Tientsin and called on all the foreign Ministers. He went first to the British Minister, but he still refused to help us and so we had to go to other powers. It was only Russia, Germany and France that agreed to help us. We got back Liaotung, Manchuria and Weihaiwei. It was a sum of 300,000,000 that we proposed to England would be an adequate war indemnity if the war were stopped just after the battle of the Yalu. Sir Nicolas O'Connor said it would be at least double that. When England refused aid on that occasion it is a fact that we asked Russia to help us to stop the war. Russia replied that it was going a little longer; that was not an opportune moment to interfere. She would help us at the right time. And you know, as I have said, that she did help us to get back Liaotung. Of course there was then a much larger war to come than had the struggle been stopped when England's aid was first sought. Russia helped us not only to get back Liaotung, but also with the first instalment of the indemnity. Russia and France helped us in the last matter. England has made great mistakes in her Eastern matters for the last 20 or 30 years. China is not a fault. We asked England to help us and when she refused we had to find others to help us. Russia was very willing to help us. It is too late now to blame us. A crowding man will always clutch at a straw. We did the best we could. It was your Minister, Sir Nicolas O'Connor, and Lord Rosebery's Cabinet that made great mistakes at that time. England has lost many chances out here in the last 20 or 30 years. She does not want to keep back a great deal. She does not want to keep China to become a great manufacturing country. She has no wish to see China greatly reformed. She knows if China gets up to be a great power and a great manufacturing country she will lose a great deal of trade. She has now the largest share of the trade in China. She wants to keep China down as much as possible. None of the foreign countries want to really help China very much. They know if China were thoroughly reorganised and strong, China would be one of the greatest powers and their trade would suffer. We might be and could be not only one of the Great but one of the Greatest Powers."

At this point I asked—"But don't you think it is dangerous to play with fire? By making such good friends with Russia—letting her have Port Arthur and Tientsin—you may find by and by that she will be able to keep you down. She has much reason to fear a strong China. She knows your frontier is contiguous to hers and that in a successful war you might even take St. Petersburg. Can she believe she is a true friend of China?"

Lord Li—"We know none of the nations really wish to make us very strong. We did our best in difficult circumstances. My father did the best he could. He asked England before all nations to help us and England refused. We couldn't help asking others to help us. They were very willing to help us, but we couldn't help that. Even Japan wouldn't help us. Do you remember the interesting incident in the Shimonoseki negotiations? I mean about what my father suggested to Margolis. 'When we went over to Japan he and I wrote memoranda and notes were exchanged. In one of these my father pointed out that if Japan demanded such an enormous war indemnity it might result in just what Japan would particularly like to avoid. He suggested, too, that Japan should rather help this weaker China to reform and do all in his (his) power to enable China to be free from the control or undue influence of western States. If, however, such an enormous indemnity were exacted, I mean about what my father suggested to Margolis. It was a very unwholesome suggestion. China's independence which might result in crushing China and if China were disposed of and paralysed then, asked my father, what kind of treatment would Japan get from them later on? Margolis too would not consider these issues. He said he was ordered to make the treaty and he accordingly exacted the heavy indemnity. Then, even when Formosa was demanded, and England was again in a position to come to our aid the did nothing, so we had to give up Formosa. These were the beginnings of the breaking up of China and all our great troubles. When I came here the other day he visited my father and my father said to him—'We meet as old friends. We are both retired. You are, say, out of office, like myself, and are here on a private visit only, so we can discuss our own private political questions both being out of office. I am now out of the Foreign Office. There is, however, one thing of a political nature I would like to remind you of in a friendly way. You don't seem to remember the time I came over to Japan to negotiate the Treaty of Peace. Don't you remember that I endeavoured to induce you to moderate your demands respecting the indemnity because I feared unpleasant consequences as result of borrowing from western States? I suppose you now see that I was not much mistaken. It has been bad for both of us.'"

With the assurance that I was very grateful for this glimpse behind the scenes and that I would report the information in a letter home I took my leave of the noble and charming old man. The hope that his country would have a happy issue out of all its difficulties and trials.

help us at the right time. And you know, as I have said, that she did help us to get back Liaotung. Of course there was then a much larger war to come than had the struggle been stopped when England's aid was first sought. Russia helped us not only to get back Liaotung, but also with the first instalment of the indemnity. Russia and France helped us in the last matter. England has made great mistakes in her Eastern matters for the last 20 or 30 years. China is not a fault. We asked England to help us and when she refused we had to find others to help us. Russia was very willing to help us. It is too late now to blame us. A crowding man will always clutch at a straw. We did the best we could. It was your Minister, Sir Nicolas O'Connor, and Lord Rosebery's Cabinet that made great mistakes at that time. England has lost many chances out here in the last 20 or 30 years. She does not want to keep back a great deal. She does not want to keep China to become a great manufacturing country. She has no wish to see China greatly reformed. She knows if China gets up to be a great power and a great manufacturing country she will lose a great deal of trade. She has now the largest share of the trade in China. She wants to keep China down as much as possible. None of the foreign countries want to really help China very much. They know if China were thoroughly reorganised and strong, China would be one of the greatest powers and their trade would suffer. We might be and could be not only one of the Great but one of the Greatest Powers."

At this point I asked—"But don't you think it is dangerous to play with fire? By making such good friends with Russia—letting her have Port Arthur and Tientsin—you may find by and by that she will be able to keep you down. She has much reason to fear a strong China. She knows your frontier is contiguous to hers and that in a successful war you might even take St. Petersburg. Can she believe she is a true friend of China?"

Lord Li—"We know none of the nations really wish to make us very strong. We did our best in difficult circumstances. My father did the best he could. He asked England before all nations to help us and England refused. We couldn't help asking others to help us. They were very willing to help us, but we couldn't help that. Even Japan wouldn't help us. Do you remember the interesting incident in the Shimonoseki negotiations? I mean about what my father suggested to Margolis. 'When we went over to Japan he and I wrote memoranda and notes were exchanged. In one of these my father pointed out that if Japan demanded such an enormous war indemnity it might result in just what Japan would particularly like to avoid. He suggested, too, that Japan should rather help this weaker China to reform and do all in his (his) power to enable China to be free from the control or undue influence of western States. If, however, such an enormous indemnity were exacted, I mean about what my father suggested to Margolis. It was a very unwholesome suggestion. China's independence which might result in crushing China and if China were disposed of and paralysed then, asked my father, what kind of treatment would Japan get from them later on? Margolis too would not consider these issues. He said he was ordered to make the treaty and he accordingly exacted the heavy indemnity. Then, even when Formosa was demanded, and England was again in a position to come to our aid the did nothing, so we had to give up Formosa. These were the beginnings of the breaking up of China and all our great troubles. When I came here the other day he visited my father and my father said to him—'We meet as old friends. We are both retired. You are, say, out of office, like myself, and are here on a private visit only, so we can discuss our own private political questions both being out of office. I am now out of the Foreign Office. There is, however, one thing of a political nature I would like to remind you of in a friendly way. You don't seem to remember the time I came over to Japan to negotiate the Treaty of Peace. Don't you remember that I endeavoured to induce you to moderate



## CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by correspondents in this column.)

## THE NEW SANITARY ORDINANCE.

To the Editor of the "Hong Kong Telegraph."

SIR,—The Hon. F. M. May when introducing the proposed Sanitary Ordinance, 1898, at the Council meeting on Tuesday last, 18th, in the course of his remarks, said that he had no more important measures than this Bill, and having had an opportunity of perusing the proposed Ordinance, I am of opinion that he was perfectly correct in making such a statement. In his subsequent remarks he showed that he was thoroughly acquainted with the details of the Ordinance, and it is much more so than the official who drafted the Bill. This Ordinance, should it pass the Council in its present form, will be most drastic in its operations, and will in many cases deprive some of the most valuable properties in the colony, to an extent not realized by the promoters of the Ordinance, or even by the majority of the owners of property in the colony; in fact very many houses and shops in the most important business localities of the colony will be obliterated altogether, and this without compensation of any kind being made to the owners of the property affected.

It must be remembered that all the ground in the colony was originally sold by Government at public auction, and under no special conditions. The houses and shops which are now built in accordance with the law and regulations for the time being, so that if any one is at fault for the present state of affairs it is the Government.

The proposed alterations and amendments in this new Ordinance are exceedingly good in theory and would be very desirable if applied to houses erected on ground purchased from the Crown after the passing of the Ordinance; as it is, I have no hesitation in saying it is practically unworkable, in some of its principal points. For instance (among many others) it takes the large block of houses on the north side of Jervois Street and between that street and Queen's Road (and this is about the most valuable property in the city, having been sold at the rate of about \$300 per acre foot). All these houses are comparatively small in depth; they are two stories in height on the Jervois Street side, and on the top of these houses there are other two storey houses fronting Queen's Road, the shop fronts of which are over the back of the Jervois Street houses. 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A. S. MIHARA, Manager.

Hongkong, 23rd November, 1898.

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It Cures Old Sores, Cures Sores on the Neck, Cures Sore Legs, Cures Blackheads, or Pimples on the Face, Cures Scoury, Cures Ulcers, Cures Blood and Skin Diseases, Cures Glandular Swellings, Clears the Blood from all impure matter, From whatever cause arising. It is a real specific for Gout and Rheumatic pains.

It removes the cause from the Blood and Bones.

As this Mixture is pleasant to the taste, and warranted free from anything injurious to the most delicate constitution of either sex, the Proprietors solicit sufferers to give it a trial to test its value.

THOUSANDS OF TESTIMONIALS. Clarke's Blood Mixture is sold in Bottles 2s. 6d. each, and in cases, containing six times the quantity, 12s.—sufficient to effect a permanent cure in the great majority of long-standing cases, by all Chemists and Patent Medicine Vendors throughout the world. Proprietors, the Lincoln and Midlands Counties Drug Company, Lincoln, England. Trade Mark—"Blood Mixture."

CAUTION.—Purchasers of Clarke's Blood Mixture should see that they get the genuine article. Worthless imitations and substitutes are sometimes palmed off by unprincipled vendors. The words "Lincoln and Midlands Counties Drug Company, Lincoln, England," are engraved on the Government Stamp, and "Clarke's World-famed Blood Mixture," blown in the Bottle, without which none are genuine.

CLARKES BLOOD MIXTURE. CAUTION.—Purchasers of Clarke's Blood Mixture should see that they get the genuine article. Worthless imitations and substitutes are sometimes palmed off by unprincipled vendors. The words "Lincoln and Midlands Counties Drug Company, Lincoln, England," are engraved on the Government Stamp, and "Clarke's World-famed Blood Mixture," blown in the Bottle, without which none are genuine.

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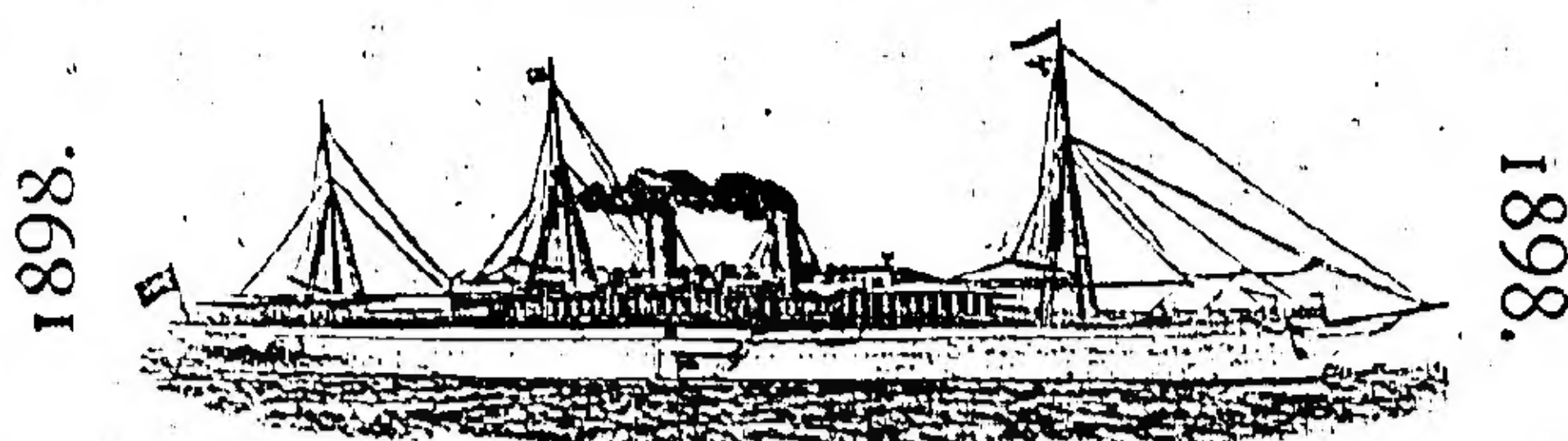
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## Mails.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN...Comdr. Geo. A. Lee, R.N.R....WEDNESDAY, 21st Dec., 1898.  
EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 18th Jan., 1899.  
EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 15th Feb., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific Journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the world), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 24th November, 1898.

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 15th Dec., 1898.

AMERICAN MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 14th Jan., 1899.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 7th Feb., 1899.

THE Steamship "NIPPON MARU," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on THURSDAY, the 15th December, 1898, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the Southern Pacific, CENTRAL PACIFIC UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and South America, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full, value of same if required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.  
Hongkong, 2nd November, 1898. [1310]

NOTICE.  
THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

J. S. VAN BUREN, Agent.  
Hongkong, 2nd November, 1898. [1310]

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## Mails.

## NORTH GERMAN LLOYD. (Freight Service.)



## HAMBURG AMERICA LINE. (East Asiatic Service.)

(Taking Cargo at through rates to AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LIVERPOOL, GLASGOW, NORTH and SOUTH AMERICAN PORTS.)

## PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
"SAVOIA" (3,500 Tons) 1st Dec.	HARVE AND HAMBURG	About 1st Dec. Freight and Passage.
"KONIGSBERG" (3,500 Tons) 1st Dec.	HAVRE AND HAMBURG	About 1st Dec. Freight and Passage.
BAMBERG (3,500 Tons) 1st Dec.	HAVRE AND HAMBURG	About 1st Dec. Freight.

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.  
For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents. [981]

Hongkong, 1st November, 1898.

## U. S. MAIL LINE.

## PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Wednesday, 30th Nov., at Daylight.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 22nd Dec., at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 21st Jan., at Noon.

THE U. S. Mail Steamship "CHINA," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on WEDNESDAY, the 30th instant, at Daylight, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the Southern Pacific, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

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Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full, value of same if required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.  
Hongkong, 18th November, 1898. [1310]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Belgian King (3,379 Tons) Thursday, Dec. 15, at Noon.

Carle (3,379 Tons) Friday, Dec. 16, at Noon.

Carle (3,379 Tons) Saturday, Dec. 17, at Noon.

Carle (3,379 Tons) Sunday, Dec. 18, at Noon.

Carle (3,379 Tons) Monday, Dec. 19, at Noon.

Carle (3,379 Tons) Tuesday, Dec. 20, at Noon.

Carle (3,379 Tons) Wednesday, Dec. 21, at Noon.

Carle (3,379 Tons) Thursday, Dec. 22, at Noon.

Carle (3,379 Tons) Friday, Dec. 23, at Noon.

Carle (3,379 Tons) Saturday, Dec. 24, at Noon.

Carle (3,379 Tons) Sunday, Dec. 25, at Noon.

Carle (3,379 Tons) Monday, Dec. 26, at Noon.

Carle (3,379 Tons) Tuesday, Dec. 27, at Noon.

Carle (3,379 Tons) Wednesday, Dec. 28, at Noon.

Carle (3,379 Tons) Thursday, Dec. 29, at Noon.

Carle (3,379 Tons) Friday, Dec. 30, at Noon.

Carle (3,379 Tons) Saturday, Dec. 31, at Noon.

Carle (3,379 Tons) Sunday, Jan. 1, at Noon.

Carle (3,379 Tons) Monday, Jan. 2, at Noon.

Carle (3,379 Tons) Tuesday, Jan. 3, at Noon.

Carle (3,379 Tons) Wednesday, Jan. 4, at Noon.

## NORDDEUTSCHER LLOYD.

## NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS:

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

Bayern (3,379 Tons) Wednesday, 7th Dec., at Noon.

Prinz Heinrich (3,379 Tons) Wednesday, 4th Jan., at Noon.

Sachsen (3,379 Tons) Wednesday, 1st Feb., at Noon.

ON WEDNESDAY, the 7th day of Dec., 1898, at 9 A.M., the Company's Steamship "BAVARIAN," Captain E. Frick, with MAIL, PASSENGERS, SPECIE & CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 5th December. Cargo and Specie will be received on board until 5 P.M. on TUESDAY the 6th Dec., and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 6th Dec. Contents of Packages are required. No Parcel Receipts will be signed for less than £2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, 9th November, 1898. [1333]

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 8th Dec., at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 5th Jan., 1899, at Noon.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 31st Jan., 1899, at Noon.

THE Company's Steamship "DORIC," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on THURSDAY, the 8th December, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This discount does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at